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CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

COUNTRY Poland

SUBJECT Elblag Production of Steamship Machinery/Steam Turbines/Conversion to Steam Turbine Production

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1. "Important mechanical works have been developed in Elblag where, before World War II, the Germans were engaged in extensive submarine production. The works are one of the most prominent investment projects of the Six-Year Plan. This mechanical works was separated from the shipyard in 1949 or 1950, and was named 'Zaklady Mechaniczne Im. Gen. K. Swierczewskiego'. It is responsible to the Ministry of Machine Industry, through the Central Board of Boiler-Turbine Industry in Warsaw.

2. "The plant occupies a large site bounded by the canal on one side and Stoczniowa Street on the other. A considerable enlargement of the works began in 1952, when construction was started for several large buildings. In the fall of 1953, construction of a power turbine testing station was started; and a new steel foundry is to be completed during 1954. Also in 1954 a boiler-shop for the steam engine and turbine testing station is to be built. In the winter of 1953-54, the factory already had some 14 workshops and halls, and employed about 5,000 people.

3. "Steamship machinery of all kinds comprises a large part of Elblag production. Some branches of the factory are the only ones of their kind in Poland. The factory receives metals and assembly parts from other plants. Pig iron is procured from foundries in Silesia; iron and steel scrap (mainly from wrecked ships), comes from the scrap center in Gdansk; parts of steamship machinery for assembling are procured from the Zgoda Works in Silesia, and generators for steam turbines come from the Electrical Machine Works, No. M-5, in Wroclaw.

4. Principal production is:

a. steamship machinery: this machinery is only assembled at Elblag; parts are supplied by the Zgoda Works. The machinery is constructed from a model suitable for cargo ships ranging from one and a half to four and a half thousand tons capacity, worked out by a Polish engineer, Polak, who is a lecturer at the Polytechnic School at Gdansk. Production in this branch is falling short of the plan. In 1953, eight complete units were to be produced, and by early

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fall only four had been completed. It is highly improbable that the remaining four were finished in time. All steamship machinery produced in Elblag is exported to the USSR, none of it remaining in Poland. There is a Soviet supervisor attached to the works, who is responsible to the Soviet 'Morskoye Torgpredstvo' Office in Gdansk, (Wrzeszcz).

o. steam turbines: Elblag is the only plant in Poland producing steam turbines. Output does not satisfy the needs of the country, and must, therefore, be supplemented by imports. After the fulfillment of the present Six-Year Plan, the coming Five-Year Plan provides for the complete switch-over of all production to steam turbines only, with a simultaneous doubling of personnel, and an extension of the plant. The following models are produced at the plant at present (generators are supplied by the M-5 factory in Wroclaw):

1. TP2, a 2,000 kilowatt turbine designed by (fnu) Szewalski, the rector of the Polytechnic School in Gdansk. It is destined for industrial electric power plants. Here also, production is behind schedule. The first model of this type was to be made in 1951, but it was not ready until November 1953. It was delivered to the power station in Andrychow. According to plan, eight of these turbines should be produced in 1954, but it is rather doubtful that they will be.

2. TN-ZERO, a 500 kilowatt turbine designed by the engineer Tadeusz Nikiel, and used for the propulsion of condensing pumps in power stations. According to the plan, eight such turbines were to be constructed in 1953, but only five were ready in the fall, and in all probability the plan was not fulfilled. In 1954, seven of these turbines are scheduled for production.

3. TC 25, a 25,000 kilowatt turbine, designed after an English model, purchased and improved by the USSR (Soviet license WT 25-4). Poland bought the license from the Soviets in 1952, and is now preparing the prototype which should be finished sometime during 1954, and supplied to the motor-car factory in Zeran. (Apart from this, other Soviet licenses for steam turbine production are to be purchased by Poland under the Five Year Plan. In the fall of 1953, Poland bought two Soviet licenses for 4,000 and 6,000 kilowatt turbines respectively, the production of which might start sometime late in 1954, or early in 1955. In 1955, Poland is to purchase Soviet licenses for a 50,000 kilowatt and a 25,000 kilowatt turbine, and in 1958-59, for a 100,000 kilowatt turbine. This is to be in connection with the total conversion of the works to the production of steam turbines.

c. ship rudder engines: part of this production is exported to the USSR; the rest supplies the Gdansk, Gdynia and Szczecin shipyards, mostly with equipment for 1500 to 4500 ton cargo vessels.

d. sets of ship screws and shafts: the average production for 1500 to 4500 ton cargo vessels goes to the Polish shipyards mentioned above. Some sets of a much larger size, suitable for naval vessels, are exported to the USSR. Production is supervised by the Soviet expert attached to the works. The 1953 plan called for the production of three or four such sets a month, the largest being of 4,000 millimeter diameter. It is presumed that the plan was fulfilled at the end of the year.

e. anchors: for the Polish shipyards.

f. bows and sterns: this production is for the Polish shipyards. The 1953 plan was presumably fulfilled.

g. cranes: capacity 80 to 90 tons, or smaller.

h. reinforced struts: these are used for tunnel construction. At first, struts were delivered for the exclusive use of Soviet underground railways, but the last delivery took place in August 1953, and, since then, all production has gone to Warsaw for the construction of the underground. The 1953 plan for a monthly production of 300 tons of these tubings was probably fulfilled.

i. steel frames: for railway wagon superstructure; the 1953 plan provided for production of 100 steel frames per day, and was probably fulfilled.

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j. receptacles for chemicals: these are acid-resisting.

5. "The Elblag Works covers an area of approximately 1200 by 500 meters, and is covered by a railway network. There are three entrances, all from Stoczniowa Street, (two of them are at either side of the administration building).

6. "A company of KBW troops guards the Elblag Works, and checks identification documents of all personnel, at the gates."

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